



# South Coast Air Quality Management District

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## **SOUTH COAST AQMD STATEMENT OF PRINCIPLES**

### **Regarding Federal Goods Movement Legislation**

*As adopted by the South Coast AQMD Governing Board May 1, 2009*

The following are general principles to direct staff in their discussions on federal goods movement legislation.

- I. Fund Projects with Specific Air Quality Benefits.**  
A sizeable portion of funds should be reserved for purposes that are designed to reduce air pollution substantially in the transportation sector.
- II. Funded Projects Should Achieve Emissions Benefits Commensurate with Regional Air Quality Needs.**  
Pollution reductions should be sufficient so that the transportation sector contributes its fair share to timely attainment of National Ambient Air Quality Standards. Projects that achieve both reductions in local pollution and greenhouse gases should be prioritized.
- III. Clean Current Facilities Before Allowing Future Infrastructure.**  
Private entities or facilities (such as ports or freight rail facilities) must control emissions from existing facilities and mobile sources before or as a condition of benefiting from programs or expenditure of funds to develop new infrastructure.
- IV. Air Quality Agency Participation in Decision-Making Process.**  
Decisions to fund projects or programs should be made with involvement by state and local air quality agencies and such funding must be consistent with the respective State Implementation Plan.
- V. Assurance of Implementation.**  
Pollution control measures should be as well-defined and as assured of implementation as the infrastructure projects themselves.

**VI. Maintaining Environmental Review of Projects.**

Infrastructure financing proposals should not exempt infrastructure projects from environmental review processes, e.g. NEPA.

**VII. Require Application of Best Available Controls.**

Pollution control measures included in or funded through infrastructure financing proposals should require application of best available controls.

**VIII. Public funds should be reserved for public benefit projects.**

Private entities that have interest in goods movement and infrastructure, and benefit from such expansion, should bear their fair share of the cost for new technologies and environmental mitigation measures.

**IX. Address Environmental Justice.**

Public funds should not be used for projects that create or exacerbate environmental justice problems, but should be used to prevent new and reduce or eliminate existing problems.

**X. Provide for Project Funding along Goods Movement Corridors in Nonattainment Area of Origin.**

Public funds obtained through fees on cargo should be made available for the mitigation and reduction of adverse air quality impacts along goods movement corridors within the entire nonattainment area where such fees are collected.